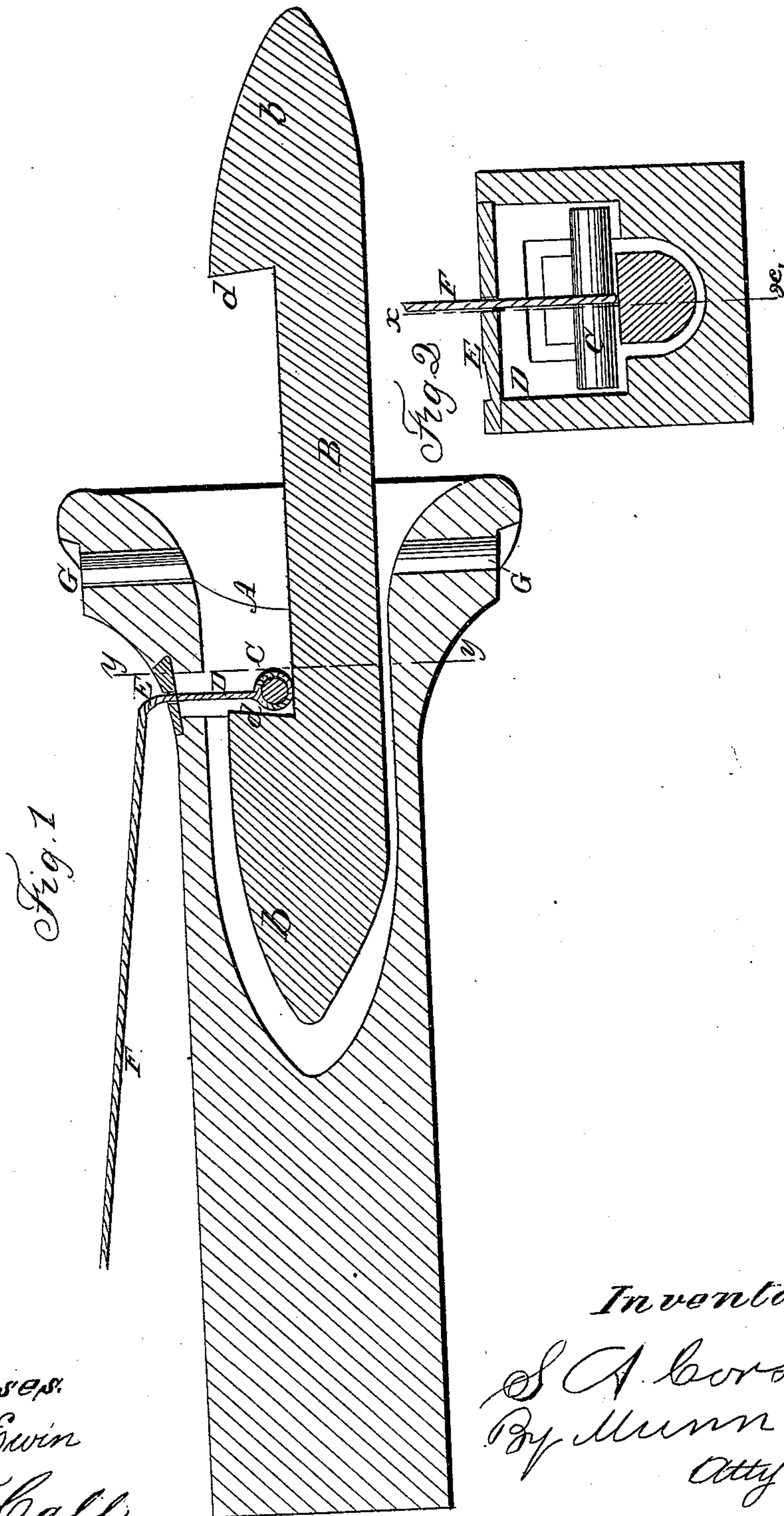


S. A. CORSER.

Car Coupling.

Patented Nov. 7, 1865.

No. 50,797.



Witnesses:
Jas. L. Erwin
W. H. Ball

Inventor:
S. A. Corser
By Munn & Co.
Atty

UNITED STATES PATENT OFFICE.

SAMUEL A. CORSER, OF HOLYOKE, MASSACHUSETTS.

IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. 50,797, dated November 7, 1865.

To all whom it may concern:

Be it known that I, SAMUEL A. CORSER, of Holyoke, in the county of Hampden and State of Massachusetts, have made new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the nature, construction, and operation of the same, sufficient to enable one skilled in the art to which it appertains to construct and use the same, reference being had to the accompanying drawings, which are made part of this specification, and in which—

Figure 1 is a vertical longitudinal section of the same on the line *x x*, Fig. 2. Fig. 2 is a transverse vertical section on the line *y y*, Fig. 1.

The improvement consists of a shackle-bar with pointed ends, which enters the openings in the front of the draw-heads, lifting the coupling-pins, and with notches or a recess, into which the pin falls to detain the shackle after the latter has entered the required distance into the draw-head.

In the drawings, A is the draw-head, and B the shackle, which has pointed ends *b b* and a notch or recess, *c*, whose shoulders *d d* afford the requisite bearing for the pin C when the shackle is coupled as represented in the figure. The pin C occupies a transverse slot or chamber, D, in the draw-head, in which it moves vertically in the act of coupling the cars. In this operation the point of the advancing shackle, being guided by the in-

clined or chamfered sides of the entrance to the draw-head, raises the pin C in its chamber until it reaches and falls behind the shoulder *d*, as shown in Fig. 1. The pin is introduced or removed from the upper side by opening the slide E, which closes the upper end of chamber D, and when it is desired to uncouple the car the pin is lifted from contact with the shackle B by means of the cord or chain F. When the car thus provided is required to be coupled to another car which has draw-heads of the ordinary construction, it is done by means of the ordinary link and vertical coupling-pin, which latter occupies the hole G, which is provided for this emergency. The flaring sides of the opening in the draw-head act as a guide to the shackle in directing its point beneath the pin under which it passes in coupling.

Having described my invention, what I claim therein as new, and desire to secure by Letters Patent, is—

The arrangement of the draw-head, with its chamber D, the gravitating pin C, and the pointed and notched shackle-bar B, the whole arranged substantially as set forth and represented.

To the above specification for improvement in car-couplings I sign my hand on this 12th day of September, 1865.

S. A. CORSER.

Witnesses:

EDM. F. BROWN,
EDWARD H. KNIGHT.